

(Special to The Bulletin.)

The striking barbers state, however, that the advance in prices will go a long way towards paying the increased wages demanded. That is, these union barbers demand from their affiliated union members, and others, fifty cents for a hair cut and twenty-five cents for a shave. If they do not come across cheerfully the barbers may claim the fellow unionists are not true to union principles. It is said that the strikers contemplate opening true union shops and charge the rates that are now demanded of the

Helpless In Bed With Rheumatism
Until He Took "FRUIT-A-TIVES".



"I continued taking this fruit medicine, improving all the time, and now I can walk about two miles and do light chores about the place"

ALEXANDER MUNRO.
50c. a box, 6 for \$2.50, trial size 25c.
At all dealers or sent on receipt of
price, by FRUIT-A-TIVES Limited,
OGDENSBURG, N. Y.

THERE is no advertising medium in Eastern Connecticut equal to The Bulletin for business results.

NOW GOING ON



WE ARE OVERSTOCKED WITH SHOES, AND MUST HAVE MORE ROOM, SO WILL SELL AT EXTREMELY LOW PRICES. HERE'S YOUR OPPORTUNITY TO SAVE MONEY RIGHT NOW. BE SURE TO CALL AND SEE US.

138 MAIN STREET

It would seem, especially to the uninitiated, that if there is ever to be a betterment in the police force, it is about time that there was a general widening of action, and not have the committee, the captain, lieutenant, and the selected cops continually engaged in an endeavor to get something on a cop who has given positive evidence of being one of the most competent members of the force, but who apparently is not a member of the powers that be are devoting all their energy to depose, or make it so unpleasant as to force him to resign. Interested citizens hope that the time is near when mature men should abandon their selfish ideas, and do just little something, as city officials, to advance the best interests of the city.

From the "Savannah" to the "NC
Flyers."

"The trans-Atlantic passage by a flying machine, invented in America and operated by Americans, is a fitting close to the century which began with the first trans-Atlantic voyage by steam, also accomplished by an American built vessel and operated by Americans," said a lecturer yesterday addressing a class in the Educational Department of the National City Bank.

The "Savannah," continued the lecturers, "constructed by an American ship builder in New York city, with engines built in New Jersey and completed in Savannah, arrived in Liverpool on May 26, 1819, after a voyage of 100 days, almost a century later—almost to the day—an American aeroplane invented by an American, was first flown in New York shore and operated by Americans made the first trans-Atlantic flight. Morse's device, the telegraph, was the second of the great American inventions. The telegraph is as much a transporter in its way as is the steamship or the flying machine and has contributed greatly to the wonderful development of the world's civilization, beginning through the facility which it gives for instantaneous communication between seller and buyer the world over. Quickly following this came another American invention, the electric light, beginning which it became practical in 1858 to send messages across the Atlantic and later under the oceans of the entire world. By 1876 still another American, the telephone, was invented and granted a patent for the telephone and this was soon put into practical use for business and personal intercommunication between individuals in the same city, and later between cities, and finally across the American continent and across the ocean."

"While railway transportation which has developed in the same century as the steam engine, having been put in a practical use a little later than the voyage of the 'Savannah', cannot be claimed as distinctly an American device, the construction of railways in the United States began only three years later than the Stockton and Darlington Railway in England, which is looked upon as the beginning of the steam railway system of this world. It is entitled to that honor, Americans may however may justly claim the honor of a majority of the great devices for transportation of merchandise, man-

"Near \$10,000,000,000 in 1919." "And this century of commercial development," added the lecturer, "is only the beginning of great things in international trade. The steamship has made it possible to carry 300 tons by the 'Savannah' in 1819 to more than 20,000 tons by the large steamships of today and some of the big vessels have recently transported our soldiers from Europe carried in their hulls. The length of the voyage has grown from 200 miles in 1830 to 725,000 miles at the present time and the carrying power of the freight car from about 10 tons per car to 50 tons per car at the present time. The telegraph lines have grown from 5,000 miles of wire and the cables from 1,500 miles in 1860 to 335,000 miles at the present time. The telephone lines have grown from 5,000 miles in 1840 to 1,500,000 miles of line and 6,000,000 miles of wire and the cables from 1,500 miles in 1860 to 335,000 miles at the present time. The telephones in the United States have advanced from about 20,000 in 1880 to 12,000,000 at the present time and approximately 20,000,000 the world over, and the length of the telephone wires is far greater than the length of the telegraph, the United States alone having 20,000,000 miles and the whole world approximately 40,000,000 miles."

"With this basis of transportation facilities which the last century has furnished coupled with the 50,000 aeroplanes left over from war and now being utilized in the establishment of air routes for transporting men and merchandise and with the experts in Washington now telling us that flying machines will soon be developed which will carry 200 tons of freight, and with equally wonderful developments in the use of the horseless vehicles on land, we may expect for the next century even greater wonders than these in the century just ended, and especially as world popula-

Making Menthol.

ness. F. mint, according to a United States commercial report, requires a light, well-drained soil. The roots are planted in Hiroshima and Okazaki in the early end of November at the beginning of December. The plant attains its full growth during the summer months, and is cut in the autumn. The plant is cut in the fall and in the early part of September, three cuttings being made during the season. The third cutting yields the highest quality of menthol crystals. The leaves are steamed and pressed in barrels by the manufacturers, and are then sent to menthol factories, of which there are 34 in various parts of Japan. There the oil is extracted from the leaves by means of steam distillation.

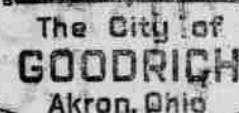
Attempts have been made at various times to introduce the living plants from Japan into the United States, but they have been unsuccessful, as they cannot stand the voyage. Mentures are now being taken to obtain the plants, but these are very scarce in the islands, and are actually procured from root cuttings.

Up Against It.

About 110,000 American horses are wanted by Rumania, Poland and Czechoslovakia. How will they know when a native says "Whoa?"—Brooklyn Eagle.

Millions for defense—and the same amount for prosecution—is the lawyer's motto.

Children Cry
FOR FLETCHER'S
CASTORIA



The weak spot in a tire is where tread stops and sidewall begins.

On any road but smooth, flat pavement, the spears of the road—stones and broken rock—are constantly jabbing at this *Heel of Achilles*. And the sides of wagon tracks, when you ride ruts, grind wickedly at vulnerable flanks.

Your eyesight tells you that. Now look at the **SAFETY TREAD** of Goodrich Tires. See how it spreads the Goodrich interlocking safety bars beyond the ball of the tire, and lays extra tread rubber along the sidewall.

Notice further, how the extra wide tread carries on up the sides of the tire, extending beneath the sipes.

Thus an extra thick
ness of tough tread
rubber fortifies
Goodrich Tires at
the Heel of Achilles

Remember, that it is one of the many reasons why Goodrich Tires lead in mileage over all roads, rough or smooth.

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